



into Leyte Gulf for storm repairs.

When the war ended, BENNINGTON returned to the East Coast and was added to the "Moth Ball Fleet". Four years later her reconversion commenced and within two years she was ready for sea again. Operating in a NATO maneuver with the Sixth Fleet in the Mediterranean kept BENNINGTON busy.

In the spring of 1954, BENNINGTON was fitted with an angled flight deck, which enables her to launch and retrieve aircraft at the same time. An enclosed or hurricane bow also was included in the modernization. This new type bow affords the flight deck greater protection from heavy seas in addition to giving the ship a more sleek appearance.

Home ported in San Diego, BENNINGTON has been on cruises in the Far East in 1955-56; 1956-57, when she was ordered to Sydney, Australia, to join in the celebrations of the

15th anniversary of the Battle of the Coral Sea, and 1958-59, when she left on less than a week's notice to become part of the Seventh

Fleet during the Quemoy Crisis. During this time the ship steamed constantly for 43 days, flying around the clock, patrolling and guarding the straits.

In June, 1959, the BENNINGTON was designated an Anti Submarine Warfare carrier. Going into five months of overhaul at Hunter's Point in San Francisco in October, 1959, she returned to her home port in San Diego in February of 1960. Before the 1960-61 deployment BENNINGTON operated off the California coast performing her new and important function of submarine detection.

BENNINGTON will operate off the California coast as part of the First Fleet until another deployment to the Far East is scheduled.